THE EIGHTH DAY.

Wednesday, the 12th March 1930.

The Assembly re-assembled at 11-30 A. M., on Wednesday, the 12th March 1930 the Dewan presiding.

112. Needs of the Shertallai taluk.

MR. C. P. PADMANABHA PILLAI (*Shertallai taluk, Group II*) said that there was a marked increase in the number of civil and criminal cases in the Shertallai taluk since the enactment of the Nayar and Ezhava Regulations. The Shertallai taluk was included within the jurisdiction of the Kottayam First Class Magistrate's Court. The inhabitants of the taluk, who attended that court during the monsoon months, did so after braving the perils of the Vembanad lake. Formerly, there was a First Class Magistrate's Court at Shertallai. It should be resuscitated in the interests of the people of the taluk.

The taluk was included within the jurisdiction of two Munsiffs' Courts, of which one was at Vaikom and the other at Shertallai. The only *pakuthies* of the Shertallai taluk which were included within the jurisdiction of the former court were Pallipuram and Panavally. An Additional Munsiff's Court was shifted from Vaikom to Shertallai and from Shertallai to Vaikom from time to time. The court should be permanently established at Shertallai as, with the opening of the Arukutty-Shertallai road, the people of the aforesaid *pakuthies* would find it more convenient to go to Shertallai than to Vaikom. A redistribution of the territorial jurisdiction of the two courts should also be ordered.

The Varanam Puthen *todu*, which was under construction, should be further deepened by $1\frac{1}{2}$ feet for making it fit for boat traffic. The canal should be extended to a further distance of 8,000 feet in order to connect it with the Alleppey-Shertallai Canal. It would enhance the usefulness of the canal and result in the opening up of the interior of the taluk. The canal would be useful to the inhabitants of the taluk, even if the Alleppey-Shertallai Canal remained unfinished.

The Thannirmukkam-Alleppey road, which was nearing completion, should be opened as early as possible. The portion of the road which remained unfinished lay between Thannirmukkam and Puthenangadi.

The Thannirmukkam-Alleppey road should be connected with the Alleppey-Shertallai road by opening the following cross-roads:—

(i) the Muhamma-Kanjikuzhi road;
(ii) the Varanam-Tiruvizha road; and
(iii) the Muttattiparambu-Marutturvattam road.

The construction of the Muhamma-Kanjikuzhi road was already sanctioned; but the work had not been taken in hand by the Public

Works Department. The Varanam-Tiruvizha road would link together the important temples of the taluk, such as the Cheruparunthi and Tiruvizha temples. There was no road in the sandy region which lay between the Thannirmukkam-Alleppey road and the twelfth mile-stone of the Shertallai-Alleppey road. It would therefore be necessary to have the Muttattiparambu-Marutturvattam road constructed as soon as possible.

The Arukutti-Chenganda road should be further extended in order to connect it with the Shertallai-Thannirmukkam road.

A Police outpost should be opened near the Thannirmukkam boat jetty. Steamboats called at the jetty night and day. With the opening of the Thannirmukkam-Alleppey road, Thannirmukkam would become the centre of a system of communications by road and water.

DEWAN'S REPLY: Mr. Padmanabha Pillai, the opening of a First Class Magistrate's Court is a matter which will have to be considered in co-ordination with the needs of other places for Magistrates' Courts. I find that there are demands from various localities for more Magistrates' Courts. It has therefore become a matter which requires a general investigation. In the meantime, in places where it is possible, the question of investing the Second Class Magistrate with first class powers will be considered.

Then about the Munsiff's Court, you say that the Additional Munsiff may be given part of the work and that a redistribution of territorial jurisdiction may be made. That is one of the matters which will have to be referred to the Law's Delays Officer.

With regard to the second point, I was under the impression that the utility of the canal you were advocating would depend upon the Shertallai-Alleppey canal being completed. Well, you now say that the canal you advocated is useful even if the Shertallai-Alleppey canal is left as it is and not extended. I will have that point investigated by the Chief Engineer.

There are three things which you mentioned in point (3). I shall have them investigated by the Chief Engineer; and if I find them necessary, I shall refer them to the Road Board.

Your last point is about the opening of a Police outpost near the Tannirmukkam jetty. There was a Police outpost there formerly. But its continuance there was thought unnecessary and therefore it was abolished. The Police Commissioner had promised to look into this in the re-allocation scheme, a report on which has been just received. This matter will also be considered.

113. Certain needs of the Shertallai taluk.

MR. N. KOCHU PILLAI KAIMAL (*Shertallai taluk, Group II*) said that, though, in matters relating to the welfare of the public, the goal of the Government and of the people was the same, they sometimes differed in regard to the methods adopted for the attainment of the goal. Such differences, however, were only accidental and did